

The Watchman and Southron.

THE SUMTER WATCHMAN, Established April, 1850.

"Be Just and Fear not—Let all the Ends thou Aims't at, be thy Country's, thy God's and Truth's."

THE TRUE SOUTHRON, Established June 1866

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The Watchman and Southron.

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THE GREAT GAME COCK FIREMEN'S TOURNAMENT.

Largest Crowd Ever at a Firemen's Meet.

Number on Thursday Estimated to Have Exceeded Eight Thousand.

Streets Thronged With Interested and Excited Multitude—Everybody Had a Good Time—No Disturbance to Mar the Pleasure of Occasion.

Delgar Hose Wagon Broke World's Record—Monaghan Won One Second and One Third Prize.

The Game Cock Tournament was in full blast from the opening on Wednesday morning; the city was crowded with visitors—so crowded that the only comparison that can be made to give a correct conception of the size of the crowd is to say that the streets where the parade passed had the appearance of circus day. It was not needful to wait until the tournament was over to say that it was a success; anyone could see with half an eye that it was a pronounced success, a big time. The firemen who were in the city were enthusiastic and on their mettle to make new records in all the events. The firemen who did not come missed the greatest occasion in the history of firemen's gatherings in South Carolina.

THE NEWBERRY FIREMEN.

The Newberry firemen arrived Tuesday afternoon over the Southern Railway. They were the first of the visiting firemen to arrive, and in addition to the racing team there were about 25 other firemen in the party.

The running team was made up as follows: Captain, T. O. Stewart, Jr.; pipeman, Philip Flynn; wrenchman, J. G. Daniels; coupleman, Geo. M. Kinard; buttman, T. O. Stewart, Jr.; slackman, B. A. Kempson; tonguemen, T. H. Pope, Charles Speck; ropemen, Spearman Chalmers, Reuben Boozer, Pope Minor, Harvey Cabanis.

FLORENCE FIREMEN.

The Florence hand reel team and a crowd of friends arrived at 9.15 p. m., Tuesday, bringing with them the handiest reel that has ever been seen in Sumter. It was built in Florence and is as perfect a piece of mechanism as anyone would want to see. The Florence racing team was as follows:

A. McCown, E. Douglas, J. Hollis, J. Lee, R. Hatchell, C. Morgan, R. Thieme, F. M. Morgan, captain, W. Beall, J. H. McCall.

THE COLUMBIA BOYS.

The Columbia firemen's special train came in Wednesday morning at 9.15, bringing with them the three Columbia hose wagons, horses and racing teams. In the party were fully 175 firemen and others interested in their success.

The personnel of the teams from each of the companies was as follows: Independent, No. 1—Hand Reel: Wm. Gaston, Reed Smith, J. W. Gaston, Bahlmann Schroeder, Sam Sweeney, leaders; Perry, breaker; George Radcliffe, pull slack, with Ed Alworden, assistant; Marion Cramer, hydrant; John Sloan, wrenchman; Dave Clayton, nozzleman.

Hose wagon: Cramer, Radcliffe, Clayton, John Sloane, Wm. Gaston. Ed Allworden and William Gaston, quick hitch contest.

Palmetto, No. 2—Hand reel: Beverly Herbert, manager; Clarence Daniels, Pat Zoble, James Harris, Amos Hattiwanger, Thomas Zoble, Ernest Summers, James Flowers, Alex. McDougal, Henry Cathcart, Talley Tarter.

Hose wagon: Alexander McDougal,

plugman; Will Fry, brakeman; Beverly Herbert, Pat Zoble, Henry Cathcart, pipeman; Amos Hattiwanger, Clingman Pope, R. C. Keenan, manager.

Columbia, No. 3—Hose wagon: W. Lyles, captain and plugman; Hatchall, plugman; Jake Ehrhart, pipeman; Milliken, wrenchman; George Geiger, John Pennington, Thomas, slackmen.

Hand Reel: J. W. Dunning, captain; Geiger, plugman; Lyles, brakeman; Ehrhart, pipeman; Milliken, wrenchman; Riley and Thomas, drags; Gunter and King, tongueman; Pennington and Hatchell, pipemen; Chas. Naray, manager.

Quick Hitch-up Contest: Dunning and Geiger.

THE CAMDEN TEAM.

The Camden firemen came in on the Northwestern train at 9.15 and with them came the largest crowd that accompanied any of the visiting teams. The racing teams that they entered were as follows:

Hose wagon—B. W. Rhame, foreman; G. A. Rhame, R. G. McRight, T. B. Wilson, W. M. Young, J. F. Jenkins, F. R. Alexander; Charlie Champion, driver.

Quick Hitch-up Contest—B. W. Rhame, T. B. Wilson; Charlie Champion, driver.

CHARLESTON BOYS.

The Charleston Firemen's Association sent a picked team to enter the hand reel race. This team and a number of other Charlestonians arrived on the 9.45 train. The members of the team were:

Hose Reel Team, No. 1—F. P. Duffy, Jr., W. Collins, P. Bertorelli, J. Keegan, J. Morris, H. Staubes, J. Fitzgerald, L. Jervey, W. Brandes, J. Brandt; I. R. Duffy, captain.

SUMTER LADDIES.

The Sumter firemen were represented by the following teams:

Monaghan, No. 2—Hose Wagon: H. W. Hood, D. J. Auld, James Miller, C. M. Gregg, E. Wilder, E. Stansill, W. J. McKagen; Anderson Franklin, driver.

Quick Hitch-up Contest: Anderson Franklin, driver; James Miller, Wes Blanding.

Hand Reel: C. Gentry, W. Beer, M. R. Cannon, W. J. McKagen, Tom Bradley, L. Cummings, L. Tisdale, H. Richardson, E. Richardson, H. Weeks, R. E. Wilder, E. Stansill, H. W. Hood, D. J. Auld.

Delgar, No. 3—Hose Wagon Race: W. S. Graham, foreman; T. E. Jenkins, Jr., George Warren, E. A. Bultman, E. S. Carson, Sol. J. Ryttenberg, Charles Ryttenberg; Isaac Rivers, driver.

Quick Hitch-up Contest—W. S. Graham, foreman; E. A. Bultman; Isaac Rivers, driver.

Hand Reel Race—W. S. Graham, foreman; E. A. Bultman, Harry Reid, Joe Warren, George Warren, Charles Ryttenberg, W. Moise, Jr., W. H. Guttino, J. C. Parnell, J. C. Durant, Jr., A. B. Brown, Robert Graham.

THE PARADE.

The parade Wednesday morning was witnessed by an immense crowd, Main street being lined with spectators from the grand stand to Republican street and the windows of all the stores and public buildings were crowded.

The formation of the parade was as follows: Mounted marshals and police.

Chief of the Fire Department R. S. Hood, with Mr. M. G. Ryttenberg in a buggy.

Carriages containing the Mayor and members of City Council, tournament committee and visiting chiefs of fire departments.

Second Regiment Band.

Independent of Columbia, hose wagon and hand reel.

Newberry, hand reel.

Palmetto of Columbia, hose wagon and hand reel.

Monaghan, No. 2, hose wagon and hand reel.

Camden, hose wagon.

Florence, hand reel.

Columbia, No. 3, hose wagon and hand reel.

Charleston, No. 1, hand reel.

Delgar, No. 3, hose wagon and hand reel.

MAGNIFICENT DISPLAY.

The parade was a magnificent display of fire apparatus, gallant fire fighters and fine horses. It is seldom that a finer lot of horses is seen than were in the parade and judging from their appearance it would be difficult to name the fastest team of the six.

Monaghan and Delgar teams had their hose wagons and horses elaborately decorated with the colors of the respective teams, and while both presented a very striking appearance, it was the universal opinion that Monaghan carried off the palm. It was undoubtedly the most handsomely and artistically decorated hose wagon that has ever taken part in a firemen's parade in South Carolina, and every resident of Sumter who witnessed the parade was proud of the appearance of Monaghan and glad to be able to point it out to visitors as a Sumter team.

When the parade reached the City Hall a halt was made and Mayor A. B. Stuckey from the Court House portico delivered an address of welcome to the firemen. He spoke for twenty-seven minutes, and besides extending a hearty and cordial welcome to the visitors in behalf of the people of Sumter he gave them good advice and told several anecdotes to illustrate his remarks.

JUDGES SELECTED.

After the parade the captains of the hose wagon teams met at the Sumter Club and elected the judges for the quick-hitch contest as follows:

Starter, Jeff May, chief of the Columbia fire department.

Timers—J. W. Erhardt, of Newberry, E. S. Miller, of Sumter, and Assistant Chief of the Charleston Fire Department Behrens.

Judge at house, A. Thiem, of Florence.

The enthusiasm over the tournament was put to the severest possible test Wednesday afternoon, and it stood the trial better than the greatest enthusiast imagined it would under the circumstances.

The quick-hitch contest was advertised to begin at 3.30 o'clock, sharp, and even before the hour had arrived the crowd had assembled on the grand stand and the ropes on either side of the course were lined with an impatient throng. But the contest did not begin at 3.30, and at 4.30 the crowd, largely augmented in numbers, was still waiting. It was after 5.30 before the track was cleared and the announcement made that the races would begin. The delay was due to no fault of the committee of arrangement and could not have been provided against. When the captains of the contesting teams met at 12.30 o'clock to select the judges objection was entered against the construction and arrangement of the quick-hitch house that had been erected in the middle of Main street for the contest, and it was decided to have the house altered to meet the wishes of the visiting firemen who made the objection. This necessitated the undoing of a great deal of work that had been done and doing a great deal of additional work. This took time, and after the carpenter work was completed the ropes, pulleys and other fixtures for suspending the harness, etc., had to be rearranged.

MONAGHAN, NO. 2.

was the first team to run. When the pistol was fired as the signal for the start, the horses left their stalls, ran to positions under the suspended harness, and the two men sprang to adjust the harness as it fell on the horses. There was a few seconds delay in making the harness secure, but nevertheless it was quickly done; the driver on the seat, with reins in hand, pulled the cord that dropped the rope across the door, and the men sprang on the side steps of the wagon as the horses dashed out of the house at a full run. The hundred yards to the judges' stand were run at breakneck speed, while the judges' watches ticked off the seconds. Time, 25 2-5 seconds.

CAMDEN

came next. They, too, lost time on the hitch-up, but made a fine run, the horses showing excellent speed and mettle. Time, 28 seconds.

COLUMBIA, NO. 3.

was the third entry. Again the hitch-up was the stumbling block, for even a second lost in snapping the collars together and hooking the reins into the bits counts. The run was finely done, and until the time was announced by the judges many thought they had made the quickest run. Time, 27 2-5. Then came the

INDEPENDENTS OF COLUMBIA. The horses showed perfect training and almost human intelligence, jumping from stalls to positions under the harness at the signal and standing perfectly still while the two men snapped the catches with speedy deftness. The rope dropped, the men sprang to their places on the wagon as it dashed out of the house, and the team was off. The horses ran without a break or falter, and the Independents began to cheer before time was announced. Time, 24 seconds.

THE PALMETTO, OF COLUMBIA, had the next trial. The horses are exceptionally handsome, and much was expected of them, but the hitch-up was badly bungled, and the race was lost before they left the house. The driver evidently realized that his team had no chance, and he did not let the horses go at full speed until they were some distance from the house. Then they made a pretty and speedy run. Time, 50 seconds.

The last team to make the race was

DELGAR, NO. 3.

With this team, as it has so often happened to many people at critical times, it was the unexpected that occurred. The thoroughly trained horse, instead of leaping under the harness at the signal, turned around in his stall and could not be gotten out and in place at once. The other horse, the one that had not been counted on with much confidence to do the right thing, caused no delay. Several seconds were lost by this, but when the harness was on and the word to go given the horses made a gallant run; but the last time could not be regained and they lost. Time, 29 seconds.

The Independent, of Columbia, having made the best time by 1 1-2 seconds, received first money, \$100, and Monaghan, No. 2, beating their closest competitor for second place by 2 seconds, received second money, \$50.

SPECIAL EVENT.

After the quick-hitch contest, a special event not on the programme was pulled off. This was a 50-yard run with a ladder, raising it against a wall, a man ascending to the top, descending and lowering the ladder to the ground. The following are the teams entering the contest and the time made by each:

Monaghan, 21 2-5; Palmetto, 19; Delgar, ruled out; Newberry, 22; Independent, 19 1-5; Columbia, No. 3, 20. The Palmettos won the prize, a fine ladder donated by the Seagrave Manufacturing Company.

THE MORNING'S EVENTS.

The hand reel and grab reel races Thursday morning attracted even a larger crowd than did the quick-hitch contest Wednesday afternoon. The grand stands were crowded until no more could be accommodated and the sidewalks and streets on both sides of the running course were packed and jammed with an intensely interested multitude. A conservative estimate places the crowd at not less than 8,000 or 10,000.

The crowd of spectators was made up largely of Sumter people, but there were hundreds from the country, other hundreds from Camden and Columbia, and the towns in adjoining

counties were represented by many visitors. The whole State seemed to be interested in the Game Cock Tournament, and the great crowd that has gathered to witness the firemen in contests of skill and strength demonstrated the success of the occasion.

HAND REEL RACES.

The hand reel races were scheduled to begin at 9.30, but the first race was not pulled off until 10.30.

The Palmettos, of Columbia, ran first. Time, 21 4-5.

Independents, of Columbia. Time, 24 3-5.

Columbia, No. 3. Time, 25 4-5.

Newberry. Time, 24.

Florence made a pretty run with their handsome reel. Time, 24 1-5.

Charleston had a team of sprinters and the work at hydrant and nozzle was well done. Time, 22.

Monaghan, No. 2, by the courtesy of the Florence firemen, used the reel of that team. They made a fine run. Time, 23 1-5.

When Delgar's time came to run, a vigorous kick was made against permitting them to use their four-wheel rubber-tired racing reel. The judges were appealed to, and a long time was spent in wrangling over it. The judges finally decided that as the reel as entered for the race, weighed the required amount the team could not be ruled out.

The Delgars went in to make or break, and while they made a quick run to the hydrant they failed to make the connection, and when the water was turned on the butt blew off at the hydrant. No time.

The judges were: Starter, M. J. Grace, of Charleston; judge at hydrant, Jeff. May, of Columbia; timers: Earhardt, of Newberry, Behrens, of Charleston, Miller, of Sumter, M. L. Smith, of Camden, and C. J. Beck, of Columbia.

The winning teams were: First prize, \$200, Palmetto, of Columbia; second prize, \$50, Charleston, No. 1; third prize, \$25, Monaghan, No. 2.

THE GRAB RACE.

The grab races followed immediately after the hand reel races. The result follows:

Palmetto, of Columbia, 22 1-5.

Independent, of Columbia, 19.

Columbia, No. 3, 22.

Newberry blew off at hydrant.

Charleston, 20.

Delgar, 19 1-5.

Florence and Monaghan did not enter.

HOSE WAGON BREAKS THE WORLD'S RECORD Delgar, No. 3, of Sumter, Makes It In 33 Seconds, Flat.

CHAMPIONS OF THE UNIVERSE.

The following is the report of the last day's races, as published in the Daily Item of Friday:

The Game Cock Firemen's Tournament, the greatest, most successful and pleasant gathering of firemen ever held in South Carolina, has come to an end, after two days of intense excitement, immense crowds and keen rivalry between the competing firemen.

The event of the tournament, the contest in which all interest was centered, and the event which aroused the greatest rivalry among the firemen, was the last on the programme. This was the great hose wagon race, for which six companies were entered—two from Sumter, three from Columbia and one from Camden.

THE GREAT CROWD.

The greatest crowd of the tournament filled the grand stand, packed the sidewalks on both sides of Main street for more than three blocks, overflowed into the street and crowded every piazza and window along the course.

It is, of course, a difficult, almost impossible, matter to correctly estimate the number of such a throng, but the general opinion was that there were from 8,000 to 11,000 present to see Delgar, No. 3, of this city, win a first prize in the fastest hose wagon race ever run in North or South Carolina and lower the best record previously made by two full seconds.

The races were to have started promptly at 4 o'clock, but there was the usual delay, and the first did not get started until about an hour late.

MONAGHAN FIRST TO RUN.

In the drawing for position, Monaghan, No. 2, got first place. When the handsome bays came to the mark they never looked better or more fit for a race. At the crack of the pistol they were off like a flash, and down the course to the hydrant they came as straight and true as the flight of an arrow, the two perfectly matched horses running as one.

The jump at hydrant and break and connections were made without a fumble, and before the judges announced the time the crowd knew that the run had been a very fast one. When 36 3-5 seconds was chalked up on the blackboard the cheering was uproarious.

INDEPENDENTS NOT IN IT.

The Independents of Columbia ran next, with a handsome and speedy looking pair of greys. This team has the reputation of being very fast, and they were watched with feelings of anxiety by members of the other teams. They run was a pretty one, but the time was slow, and when the judges announced it to be 40 1-5, the crowd knew that the Independents were out of the race.

THE GALLANT DELGARS.

Delgar, No. 3, made the third run. Much was expected of this team, and all hopes of friends and all fears

of opponents were fully and completely realized.

The horses were eager for the race and at the signal to go they made an instantaneous start and were racing at full speed quicker than thought. No one present ever saw a better run race nor a gamer effort made by game horses to do what was expected of them. From start to finish they raced like thoroughbreds, gaining speed at each stride as the team gathered momentum. They were perfectly driven and the run was made so true and straight that not a foot of distance was lost in the whole run.

Tom Jenkins, who made the jump at the hydrant, landed on his feet like a cat and snapped the butt into place without the loss of a fraction of a second's time. The water was turned into the hose as quickly as the wrench could open the valve, the hose breaker and nozzlemen at the other end being depended upon to take care of the water when it reached the break.

As the team swept past the hydrant and on to the judges' stand, a tremendous cheer burst from the crowd. George Warren made the jump better than he had ever done in practice runs, made the break in an instant, and Will Graham had the nozzle on and screwed down, with time to spare, before the water came.

It was a record-breaking run, as any one could see; but when the judges called out 33 seconds flat the crowd went wild, for that meant two seconds below the best previous record. The people on the grand stand stood on the benches, yelling and cheering and waving the blue and white, colors of the Delgars; the crowds on the sidewalks surged into the streets, yelling like mad, and the return of the team through the street to take up the hose was made a tremendous ovation that is seldom equalled in enthusiasm. The

PALMETTOS, OF COLUMBIA,

were the next to run. Unfortunately for them, they got off to a false start, the pistol failing to explode when the flag fell, and they ran through the full course, but no connections were attempted. The team was sent back to the starting point, and, of course, made the second run under a disadvantage, the horses being winded by the run. The second run was not as fast as the first, but the connections were made in good time and water showed at the nozzle. After the judges had caught the time the nozzle came loose from the hose, unscrewed.

The Palmetto nozzleman said he unscrewed the nozzle when he saw that the judges had the time, but others say that it blew off when the full pressure of the water struck the nozzle, the connection not having been properly made. The judges reserved their decision, and after discussing the matter fully decided that under the rules it was a blow-off, and no time could be given, and the team ruled out.

Unofficial time-keepers say that the Palmettos would not have received even third prize, and their being ruled out had no effect on the result.

COLUMBIA, NO. 3.

ran next. Their greys made a speedy and beautiful run, the men at hydrant and break did their parts well—so well that the time made equalled the best previous record, and until 35 flat was announced from the judges' stand many thought they were pushing Delgar for the first place.

CAMDEN CLOSES.

Camden ran last and brought the contest to a close. The company has a pair of horses, a black and sorrel, that are well matched and show speed and breeding in every line of their handsome bodies. The run they made was something wonderful, from the start to the hydrant. They beat the time of all other teams, but from hydrant to the judges' stand they did not maintain the same fast gait, and while the connections were well and quickly made their time was slower than that of both Delgar and Columbia, No. 3, and not so good as their own record by 2-5 of a second. Time, 35 2-5.

This team had one disadvantage to contend against, but as they alone were to blame no kick should come from them. When the hose was measured, just before the race, it was found to be 5 feet too short, and they had to put on another and longer section of hose for one of the short ones, making their hose about 18 feet longer than the rules required. This extra length of hose certainly made the time slower by one-fifth of a second more than it would otherwise have been.

JUDGES AND CONDITIONS.

The time judges: M. L. Smith, Camden; J. W. Earhardt, Newberry; E. S. Miller, Sumter; C. J. Beck, Columbia; Louis Behrens, assistant chief of Charleston fire department. Starter: judge: M. J. Grace, Charleston. Hydrant judge, Jeff May, chief Columbia fire department.

The condition under which the races were run were as follows:

Companies allowed the use of any four-wheeled hose carriage or wagon, either one or two-horse, to carry not less than 350 feet standard two and one-half inch hose; carriage, or wagon to be weighed, weight for one horse not less than 1,200 pounds, exclusive of driver and men; for two horses, not less than 2,600 pounds, exclusive of driver and men; the driver, buttman and coupling breaker shall ride on carriage or wagon, horse or horses to be standing hitched to hose carriage or wagon, and run 200 yards to hydrant, unreel not less than 288 feet of hose, break coupling and attach pipe and show water; water must show within 288-foot line; hose to be reeled on carriage or placed in wagon, connected with three full threads. The plug must be closed at the time of the company starting, and cannot be opened until hose is first started to be unreeled. Companies allowed five men in addition to those who ride, and can be placed in such position as desired. Time taken from first

signal until water shows. If butt or pipe blows off, company shall be ruled out."

The water pressure during the races was 55 pounds.

SUMMARY.

The prize winners in the several events of the tournament were as follows:

Quick-hitch—Hitch up and run 100 yards: First prize, \$100, won by Independents, of Columbia, time, 24 seconds; second prize, \$50, won by Monaghan, of Sumter, time, 25 2-5.

Hand reel race—Sixteen men and foreman allowed, run 100 yards, 98 feet of hose to be unreled, attach to plug, which must be closed at start, break hose, attach nozzle and show water: First prize, \$200, won by Palmetto, of Columbia; second prize, \$50, by Charleston; third prize, \$25, Monaghan.

Grab race—To run 50 yards, grab reel and run 50 yards, unreel 48 feet of hose, attach to plug, which must be closed at start, attach nozzle and throw water. Prize, \$50, won by Independents, of Columbia, time, 19 seconds, which breaks the record.

Hose wagon race—First prize, \$200, won by Delgars of Sumter, time, 33 seconds, which breaks the world's record; second prize, \$50, Columbia, No. 3, time, 35 seconds; third prize, \$25, Camden, time, 35 2-5.

EXCELLENT JUDGES.

The judges discharged their difficult and exacting duties in a manner that gave entire satisfaction. They were fair, impartial and were animated by but a single motive—to do exact justice to all. That they were fair and just to all in every event all are agreed, and nothing proved that the firemen had full confidence in the impartiality of their decisions more conclusively than the absence of "kicking."

A GRAND SUCCESS.

The tournament was a success from every point of view, and Sumter has added another to her list of triumphs.

The greatest firemen's tournament ever held in the State has been pulled off without a single event to mar it, and every visiting fireman goes home with feelings of good will to Sumter, her firemen and her people, and with the prizes they won in their pockets.

COTTON FIRE IN COLUMBIA.

Narrow Escape of Four Firemen. Loss About \$35,000.

Columbia, June 28.—The old Cogaree cotton mill building, near the former union railroad station, now used as a cotton warehouse by the Columbia duck mill, was fired by lightning early yesterday morning. About 700 bales were burned, involving a loss of \$32,000. The building was damaged to the extent of about \$2,500. The loss was covered by insurance. The firemen had just returned from Sumter, and were naturally tired out, but they did heroic work.

Four firemen nearly lost their lives. Will Gaston, John Carr, Bahlmann Schroeder and Ed Allworden were standing on the second floor of the warehouse from which the smoking bales were being removed. The floor gave way under them and a cross wall fell with a thundering crash. Carr was imprisoned from his waist down in the debris. The others had gone down almost strangled by the stream from the nozzle which was pointing directly at them. Fortunately none of these three were even dazed, and they immediately extricated Carr, who had been wedged in so tightly that he was literally pulled out of his boots.

Mother Always Keeps it Handy.

"My mother suffered a long time from distressing pains and general ill health due primarily to indigestion," says L. W. Spalding, Verona, Mo